

The Sydney Morning Herald.

"IN MODERATION PLACING ALL MY GLORY, WHILE TORIES CALL ME WHIG—AND WHIGS A TORY."

TERMS OF SUBSCRIPTION.
Sydney, Fifteen Shillings per Quarter. Single Numbers, Sixpence. Country, Seventeen Shillings and Sixpence per Quarter
Ten per cent. discount, for payment in advance, and ten per cent. added if accounts are allowed to run over six months.

VOL. XVIII. WEDNESDAY, OCTOBER 16, 1844. NO. 2316.

CASH TERMS FOR ADVERTISEMENTS.
For one inch and under, Three Shillings, and One Shilling for every additional inch, for each insertion.

The sole persons authorized to receive Money and Communications on account of the "SYDNEY MORNING HERALD" (except at the Office of Publication, Lower George-street, Sydney) are Mr. JOHN HARRIS, and Mr. WM. BALL, Collectors, Sydney; Mr. JOSEPH HUNT, Balmoral; Mr. T. M. SEDMAN, Burleigh; Mr. LARAN WHITE, Windsor Postmaster; Mr. JOHN COLEMAN, Penrith; Mr. THOMAS W. PALMER, Deputy Postmaster, Wollongong; Mr. ROBERT CRAIG, Cabinetmaker, Goulburn; Mr. JOHN M'KELAY, Postmaster, Cossington and Merion; Mr. JOHN GRAY, Quaenbup; Mr. THOMAS HOPE, Deputy Postmaster, Singleton and Jerry's Plains; Mr. WILLIAM PRITCHARD, Deputy Postmaster, Liverpool; Mr. ROBERT DAVISON, for the District of Yass; Mr. THOMAS DOWSE, Moreton Bay; Mr. JOHN HODGSON, Postmaster, Raymond Terrace; Mr. PIERCE HOBART, Musgrave; Mr. HORATIO TOZER, Port Macquarie; Mr. HENRY ALDERSON, Clarence River; Mr. JOSEPH LLOYD, Port Phillip; Captain THOMAS, Launceston, and Van Diemen's Land; Mr. WILLIAM BARNARD RHODES, Wellington, for Port Nicholson and Cook's Straits, New Zealand; who are provided with Printed Receipts, with the written signatures of "KEMP AND FAIRFAX," or they will not be received.

The "SYDNEY MORNING HERALD" is Published every Morning (Sundays excepted); and the Quarters end the 31st March, 30th June, 30th September, and 31st December; at which periods ONLY can Subscribers decline by giving Notice and paying the amount due to the end of the Current Quarter. ADVERTISEMENTS must specify on the face of them the number of times they are intended to be inserted, or they will be continued till countermanded, and charged to the party. No advertisements can be withdrawn after Eleven o'clock, a.m., but new ones will be received until Nine o'clock in the Evening. No verbal communications can be attended to, and all letters must be post-paid.

SPECIAL NOTICE.

THE Subscribers to this Paper, and the Public generally, are respectfully informed, that the following Rules are strictly adhered to:

In Sydney.—No new Subscribers will be received without one quarter being paid in advance, for which ten per cent. will be allowed; the subscription in advance being 13s. 6d. per quarter.

In the Country.—No new Subscribers will be received without half-a-year being paid in advance, for which ten per cent. will be allowed; the subscription in advance being £1 11s. 6d. per half-year; and the Proprietors must be furnished at the time with a written undertaking that all future payments, both for subscription and charges of advertisements, shall be made in Sydney, or by the hands of an Agent.

In all cases, whether in Town or Country, the names of persons will be struck off the subscription list, when the arrears against them have stood over twelve months, and proceedings for recovering the amount due will be instituted.

Advertisements must be paid for previous to their insertion.

In all cases of Insolvency, when the party is a Subscriber to this Journal, the name is at once erased from the Subscriber's Book; and if we wish to take the paper in future we must comply with the rule affecting new Subscribers, and pay in advance.

RON STEAMER TO THE HUNTER.

REDUCED FARES.
NOTICE.—The steamer, W. Muirhead, Commander, will resume her trip to the Hunter, leaving Sydney for Morpeth on Thursday next, the 17th instant, at ten o'clock p.m.

FARES. Cabin. Steerage.
To Newcastle s. d. s. d.
Raymond Terrace 6 0 5 0
Morpeth 7 0 6 0
Weight, dead weight, per ton, 8s.
Ditto measurement, ditto, 12s. 6d.

FRANCIS CLARKE, Manager.

Hunter River Steam Navigation Company, Sydney, 11th October. 5000

FOR MORETON BAY.

THE fine, fast-sailing schooner, J. A. N. F. will positively sail for Brisbane Town this Day, Wednesday, 16th instant. For freight or passage apply to Morley and Steele, at their, Wm. Bathurst-street. 5133

FOR ADELAIDE DIRECT.

THE PACKET BRIG EMMA, H. T. Fox, commander, highly expected, will have quick despatch. For freight or passage apply to THOMAS WOOLLEY, or to JOHN ALGER.

South Australian Packet Office, 488, George-street. 4760

FOR LONDON DIRECT, FOR PASSENGERS ONLY.

THE well known A1 frigate-built ship THOMAS LOWRY, 500 tons, John Graham, Commander, will sail (weather permitting) on Saturday, 9th November, has two cabins engaged; application for which to be made to the Commander, on board; or to J. T. ARMITAGE AND CO.

This vessel carries an experienced surgeon, 5108

FOR LONDON, FOR LIGHT FREIGHT ONLY.

THE fast-sailing, first-class, Clyde-built ship SYDNEY, 345 tons, John White, Commander. Has now all her heavy freight on board, and ready to sail. Will sail for London with light freight to fit up, and will have quick despatch. Apply to the Captain, on board, or to GILCHRIST AND ALEXANDER, October 12. 6057

FOR LONDON, WILL SAIL ON THE 20TH INSTANT.

THE ship GREENLAW, A 500 tons, Captain Edgar, only one master's cabin disengaged. Apply to GRIFFITHS, GORE, AND CO., Bent street. 4845

FOR LONDON DIRECT,

THE fine fast-sailing Ship Pestonjee Bomanjee, A 1, 500 tons, Captain Binnie. For freight or passage, having superior accommodations, apply to the Captain, on board; or to F. MITCHELL AND CO.; or to J. B. METCALFE.

October 9. 4815

WANTED TO PURCHASE,

A good, fast-sailing, colonial-built vessel, of from 40 to 70 tons, new measure. Letters, post paid, stating full particulars, addressed to B.A. Herald Office, Sydney.

Manager. 5130

SYDNEY SALTING COMPANY.

TENDERS will be received on Thursday next, for the erection of large Wooden Sheds, Slaughter-house, Yards, &c. Plans to be seen at the Company's Office.

JOHN INCHES, Manager.

Dickson's Wharf, October 14. 5130

BANK OF NEW SOUTH WALES.

THE Proprietors of Stock in this Bank are requested to meet at the Banking-house, George-street, on Saturday, the 26th instant, at twelve o'clock, to consider the recommendation of the Directors to the propriety of returning to the Shareholders seventeen per cent. of the Capital Stock of the Bank, and of writing off the Capital the further sum of thirty three per cent., the estimated loss sustained by the Bank.

By order of the Board of Directors, JOHN BLACK, Cashier.

October 8. 4832

SYDNEY

ALLIANCE ASSURANCE COMPANY

NOTICE is hereby given, that, in accordance with a requisition dated the 16th instant, a SPECIAL MEETING of the proprietors of the above Company will be held at the Office, in Hunter-street, on Wednesday, the 16th proximo, at one o'clock precisely.

By order of the Board of Directors, JAMES BUCHANAN, Secretary.

September 28. 4365

HUNTER RIVER STEAM NAVIGATION COMPANY.

NOTICE is hereby given, that a "Special General Meeting" of the Proprietors in the above-named Company, will be held at their Offices, on Friday, 24th October next, at half-past eleven o'clock in the forenoon, for the purpose of electing four Directors in the room of

J. T. Armitage, Esq., Retired

H. A. Smith, Esq., and

Robert Scott, Esq., deceased.

By order of the Board of Directors, FRANCIS CLARKE, Manager.

Sydney, September 27. 4392

HUNTER RIVER STEAM NAVIGATION COMPANY.

NOTICE is hereby given, that a "Special General Meeting" of the Proprietors in the above-named Company, will be held at their Offices, on Friday, 24th October next, at half-past eleven o'clock in the forenoon, in accordance with requisition, addressed to the Directors of the Company, to consider the propriety of reducing the number of Directors from nine to six, and for other general business.

By order of the Board of Directors, FRANCIS CLARKE, Manager.

Sydney, September 27. 4392

CO. OF SETTLERS AND OTHERS

INTERESTED IN THE SALE OF COLONIAL PRODUCE.

R. FAWCETT, Auctioneer and Commissariat Agent, 49, George-street, Sydney, opposite the Barrack Gates.

Specifically to inform settlers and others that he will sell Wool, Tallow, Hides, Stock, and other Colonial Produce, at a Commission of

ONE PER CENT.,

which is less than that charged by the London brokers.

After the experience of last season, R. F. need not point out the advantage of this mode of sale, generally admitted that wool, &c., realized fully ten per cent. more by auction than by private sale.

In the rear of the present auction room there is an extensive store, which will be appropriated for the reception of colonial produce, until the day of sale, for which no charge will be made; also a large yard, affording every facility for unloading drays, &c. 3333

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A small cart

A timber carriage, with chains

Two large screws, for tobacco—capable of being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A timber carriage, with chains

Two large screws, for tobacco—capable of

being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A small cart

A timber carriage, with chains

Two large screws, for tobacco—capable of

being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A small cart

A timber carriage, with chains

Two large screws, for tobacco—capable of

being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A small cart

A timber carriage, with chains

Two large screws, for tobacco—capable of

being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A small cart

A timber carriage, with chains

Two large screws, for tobacco—capable of

being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A small cart

A timber carriage, with chains

Two large screws, for tobacco—capable of

being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A small cart

A timber carriage, with chains

Two large screws, for tobacco—capable of

being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

A dray.

A small cart

A timber carriage, with chains

Two large screws, for tobacco—capable of

being used for wool

For particulars and prices apply to Captain Westmacott, Woodlands, Wollongong. 4968

FOR SALE.

TWELVE working bullocks,—bows, yokes, and chains, complete

</div

SHIPPING INTELLIGENCE.

ARRIVAL.

OCTOBER 15.—*Hawke*, schooner, 115 tons, Captain Brown, from Adelaide, the 3rd October, with wheat, &c. Passengers—Mrs. Brown and daughter, Mr. Ross, Mr. Thorp, and Mr. Tuckford.

DEPARTURES.—None.

CLEARANCE.

OCTOBER 15.—*William*, brig, Captain Thom, for Launceston, with a general cargo. Passengers—Mr. Elliott and two children, Mt. St. Tegg, Mr. C. John, Mr. R. Roulston, Mr. R. Pockley, Messrs. Roberts, Coulter, Crane, Levey, Fortune, and Hartigan.

COASTERS INWARDS.

OCTOBER 15.—*Sophia Jane*, steamer, 156, Steicker, from Morpeth, with sundries. *Tamar*, 149 tons, Mt. St. Tegg, Mr. R. Roulston, Mr. R. Pockley, Messrs. Roberts, Coulter, Crane, Levey, Fortune, and Hartigan.

COASTERS OUTWARDS.

OCTOBER 15.—*Sophia Jane*, steamer, 156, Steicker, from Morpeth, with sundries. *Tamar*, 149 tons, Mt. St. Tegg, Mr. R. Roulston, Mr. R. Pockley, Messrs. Roberts, Coulter, Crane, Levey, Fortune, and Hartigan.

IMPORTS.

OCTOBER 15.—*Hawke*, schooner, 115 tons, Captain Brown, from Adelaide, 2 hales woolpacks, 7 cases and 1 bale hosiery, 1 case stocks, 25 bags coffee, 2 bales cloths, 8 boxes raisins, J. Ross; 781 bags wheat, containing 2800 bushels, John Ager; 1 hogshead leaf tobacco, E. Lamb; 13 bales woolpacks, J. Graham and Co.; 1 case Manila cigars, 5 cases cordials, Order.

OCTOBER 15.—*Codewoman*, schooner, 88 tons, Captain Napper, from Auckland; 14 tons manganese, J. Giblett; 1 case haberdashery, J. Moss; 1 water wheel, S. Lyons and Co.; 2 bunches rum, 1 hogshead brandy, 30 half cases gin, 1 puncheon whiskey, W. Wright; 2 bales and 2 bolts canvas, R. Waterston; 38 spars, 11,000 feet plank, J. Macnamara.

EXPORTS.

OCTOBER 15.—*Hawke*, brig, Captain Thom, for Launceston: 1464 bags sugar, 15 case wine, 6 packages bags, J. S. Willis; 190 bags sugar, 10 bags coffee, 40 chests tea, 10 boxes tea, 1 case stationery, 1 bolt canva; 1 bale tweed, Smit and Campbell; 3 cases sperm oil, 16 bags pepper, 4 cases sago, Flower, Salting, and Co.; 10 bags sugar, George Thorne; 4 cases cigars, Charles Firth; 2 cases and 5 packages tobacco, T. D. Chapman; 1 case tobacco, G. Wardell; 5 hounds brandy, J. N. Simms; 1 bundle bags, 5 boxes newspapers, 3 bags ticks, 1 case sugar, Griffiths, Gore, and Co.; 8 bags bags, J. S. Willis; 1 case tweed, 2 boxes drugs, W. E. Macintosh; 1 bale 3 cases paper, 8 cases books, 1 box 1 bundle chemical apparatus, 2 cases plates, W. A. Colman; 4 cases brandy, 1 package cigars, A. B. Smith and Co.; 80 pieces flagging, W. Mars; 2 cases drapery, R. Ballantyne; two boxes cases pork, 20 boxes; 1 case bacon, 5 packages oranges, 80 boxes soap, 2 cases neatsoat oil, 6 bundles empty bags, 2 bags pepper, 10 cwt. Manila rope, John Thom; 6 tapers beef, Chapman; 2 bales gunny bags, Lyall, Scott, and Co.; 2 bales leather, Mackay; 1 case soap, 1 case cheese, 1 case rope, 1 case apparel, 1 case nails, 1 bale carpetting, J. Fortune; 1 case needles, Moore; 6 cases 1 case oranges, 10 cwt. cheese, W. C. Carter; 1 case 1 case oranges, P. Cox; 2 bales cotton, H. H. Hayes; 13 cases 1 case 4 baskets oranges, 1 case apples, 2 crates earthenware, T. Roberts; 1 package stones, W. Sullivan; 1 bagatelle board, Duncan; 1 case oranges, Thacker, Mason, and Co.; 1 case oranges, G. Ralston.

THE RIVER HOOGHLY.

NOTICE TOUCHING THE PILOT STATION FOR THE RIVER HOOGHLY AND THE S.W. MONSOON OF THE YEAR 1843, &c.

For William, December 14, 1843.—The experience of a second season's trial of the new Pilot Station off the South Channel having established that it can be made by vessels from False Point with the greatest facility, and that pilot can also be readily supplied, and the same cause existing which, during the last S.W. Monsoon, rendered necessary the removal of the Pilot Station from False Point, to its position about fifteen miles S.W. by W. of the Outer Floating Light, in Lat. 20° 36' N. Long. 88° 03' E., and in from 18 to 22 fathoms' water.—Notice is hereby given, that this latter station will in future be continued during the S.W. Monsoon, viz., from October 14, 1843, to the 15th September.

No difficulty can possibly be felt in passing from False Point to the new station, if constant attention is paid to the pilot, and the instructions, prepared by Captain Lloyd, late Officer Marine Surveyor-General, after a careful Survey of the ground between the two points.

"False Point Light House is in Lat. 20° 19' N. and Long. 88° 47' E., and the South Channel Buoy in Lat. 20° 35' N. and Long. 88° 4' E., and bears from the Light House N. 61° E. true, or N. E. by E. 1° E. by compass, distant 83 miles, and is laid in 18 fathoms."

A bank of sandhills extends from False Point, and extends to the tail of the Western Sea Re. and the nature of the bottom (as distinguished from that of the Hooghly Deposit), is a gravelly substance, composed of sand, shells, and small pebbles, discharged from the "Kunka," and other rivers near Point Palmyras; the lighter material of which, being carried further out, is deposited, and forms what is called "Red River," which, in coming to the north-westward, shows a little less water than on either side. In coming from seaward you should rather suddenly from 28 to 23 fathoms upon its eastern edge. It is composed of a shaly sand, or minute gravel of a reddish or rusty brown colour.

The best guide, therefore, to enable a vessel to direct her course from Table Point to the vessel at the new station, will be to run down the coast of False Point, which can readily be done by making the Lighthouse, and bringing it to bear about W.S.W. or S.W. by W., distant by computation from ten to fifteen miles, then steering to the east-north-eastward, and having gradually increased the depth of water to 23 fathoms upon the ridge, route to keep between it and 27 fathoms, when by attention to the lead and nature of the sounding, course, and distance from the Lighthouse, it will almost impossible to get within the limits of the two fathoms, either by getting too far to windward or falling to leeward; for the soundings increase so rapidly to seaward from the proposed new station, that 28 fathoms will not be more than 3 or 4 miles to the southward of it, and 23 fathoms the same distance to the westward of it.

The soundings to seaward of the ridge are in general a greenish or olive coloured mud, with occasionally a few bits of broken shells mixed with it.

Vessels approaching the station during the day are required to show the usual signal for a pilot, and by night to give as early and as much warning as possible by firing guns, burning blue lights, and by exhibiting two lights in a vertical position, when best seen, but Commanders are strictly enjoined to avoid as much as possible the making the station during the night.

To mark the station until a proper light vessel is built, or the lantern will be given, one of the pilot vessels will show during the day a large St. George's Jack (white with red cross) at the main top-gallant-mast head, and a good mast-head light during the night, and will burn a blue light and a maroon alternately at half hour, and at 4 A.M. and 4 P.M. at midnight, and at 4 A.M. and 4 P.M. during the night, and will be visible when approaching the light and buoy station vessels, the station, and the ridge, as well as when approaching the light and buoy station vessels, to be careful in avoiding collision by night or by day, and in communicating with either of the above vessels, either at anchor or have to, when it is necessary to cross her to pass under the stern; several instances of serious damage having occurred during the S.W. monsoon, whereby the outer floating light was more than once compelled to leave her station for repairs, to the great inconvenience

and risk of vessels entering and quitting the river.

Small light vessels are directed, when another vessel is approaching during the night, to show a light at the gallant end to mark the way she is riding.

By order of the Superintendent of Marine, C. H. GREENLAW, Secretary.

COLONIAL WHALERS AT SEA (With their last Reports.)

MARY 368 tons, McDonald, hence 4th October, 1841; spoken by the *Elizabeth*, 9th September, 1841, with 1400 barrels sperm and two whale alongside; Hughes and Hosking, owners.

CORNISH, 220 tons, Irvine, hence 22nd August, 1842; at the Bay of Islands, 16th September; rotting. Irvine owner.

JANE ELIZA, 49 tons, Bradley, hence 7th March, 1843; touched at Tahiti, in July, with 300 barrels; H. Moore, owner.

MEROPIS, 312 tons, Hogg, hence 26th March, 1843; spoken in October, with 150 barrels; Hawke, owner.

THOMAS, 220 tons, Irvine, hence 22nd August, 1842; at the Bay of Islands, 16th September; rotting. Irvine owner.

WILSON, 300 tons, Thomas, 13th March, 1843; with 700 barrels sperm; William, Mitchell, and Russell, owners.

LOD RIBBLE, 224 tons, Butcher, hence 23rd June, 1843; left Port Stephens, 8th September, 1843; spoken by the *Port Stephens*, 8th October, 1843, with 320 barrels sperm; Lamb and Parbury, owners.

JANE, 365 tons, Faireweather, hence 20th August, 1843; at Port Stephens, 20th instant, with 849 barrels, S. Lyons, owner.

CLARKSON, 244 tons, Stewart, hence 13th September, 1843; spoken by the *Jane*, 9th instant with 1000 barrels sperm. H. Moore, owner.

WILDE, 243 tons, Smith, hence 24th September, 1843; spoken by the *Lindays* 7th July, with 610 barrels sperm oil on board; H. Moore, owner.

SEAMAN, 300 tons, Nixon, hence 6th October, 1843; put into Port Stephens, 14th September, 1844, with 300 barrels sperm; Mitchell and Co. owners.

BRITISH SOVEREIGN, 365 tons, Cooper, hence 5th November, 1843; left Port Stephens, 12th September, 1844, with 370 barrels sperm; Lamb and Parbury, owners.

WILSON, 344 tons, Bolger, hence 26th June 1844; at the Bay of Islands, 8th August, clean; B. Boyd and Co., owners.

BALTIMORE, 187 tons, Kyle, hence, March 20th, Mitchell and others, 10th April, 1844; 1 case sugar, Griffiths, Gore, and Co.; 8 bags bags, 1 case tweed, 2 boxes drugs, W. E. Macintosh; 1 bale 3 cases paper, 8 cases books, 1 box 1 bundle chemical apparatus, 2 cases plates, W. A. Colman; 4 cases brandy, 1 package cigars, A. B. Smith and Co.; 80 pieces flagging, W. Mars; 2 cases drapery, R. Ballantyne; two boxes cases pork, 20 boxes; 1 case bacon, 5 packages oranges, 80 boxes soap, 2 cases neatsoat oil, 6 bundles empty bags, 2 bags pepper, 10 cwt. Manila rope, John Thom; 6 tapers beef, Chapman; 2 bales gunny bags, Lyall, Scott, and Co.; 2 bales leather, Mackay; 1 case soap, 1 case cheese, 1 case rope, 1 case apparel, 1 case nails, 1 bale carpetting, J. Fortune; 1 case needles, Moore; 6 cases 1 case oranges, 10 cwt. cheese, W. C. Carter; 1 case 1 case oranges, P. Cox; 2 bales cotton, H. H. Hayes; 13 cases 1 case 4 baskets oranges, 1 case apples, 2 crates earthenware, T. Roberts; 1 package stones, W. Sullivan; 1 bagatelle board, Duncan; 1 case oranges, Thacker, Mason, and Co.; 1 case oranges, G. Ralston.

The steamer *Tamar*, from the Hunter, saw a barque, at daybreak yesterday, standing for Broken Bay. The schooner *Piscator* was taking in water and fiddler at Newcastle.

The brig *Emma* left Adelaide on the 30th September for Sydney. Passengers—Messrs. Wardell, 5 hounds brandy, J. N. Simms; 1 bundle bags, 5 boxes newspapers, 3 bags ticks, 1 case sugar, Griffiths, Gore, and Co.; 8 bags bags, J. S. Willis; 1 case tweed, 2 boxes drugs, W. E. Macintosh; 1 bale 3 cases paper, 8 cases books, 1 box 1 bundle chemical apparatus, 2 cases plates, W. A. Colman; 4 cases brandy, 1 package cigars, A. B. Smith and Co.; 80 pieces flagging, W. Mars; 2 cases drapery, R. Ballantyne; two boxes cases pork, 20 boxes; 1 case bacon, 5 packages oranges, 80 boxes soap, 2 cases neatsoat oil, 6 bundles empty bags, 2 bags pepper, 10 cwt. Manila rope, John Thom; 6 tapers beef, Chapman; 2 bales gunny bags, Lyall, Scott, and Co.; 2 bales leather, Mackay; 1 case soap, 1 case cheese, 1 case rope, 1 case apparel, 1 case nails, 1 bale carpetting, J. Fortune; 1 case needles, Moore; 6 cases 1 case oranges, 10 cwt. cheese, W. C. Carter; 1 case 1 case oranges, P. Cox; 2 bales cotton, H. H. Hayes; 13 cases 1 case 4 baskets oranges, 1 case apples, 2 crates earthenware, T. Roberts; 1 package stones, W. Sullivan; 1 bagatelle board, Duncan; 1 case oranges, Thacker, Mason, and Co.; 1 case oranges, G. Ralston.

The steamer *Tamar*, from the Hunter, saw a barque, at daybreak yesterday, standing for Broken Bay. The schooner *Piscator* was taking in water and fiddler at Newcastle.

The brig *Emma* left Adelaide on the 30th September for Sydney. Passengers—Messrs. Wardell, 5 hounds brandy, J. N. Simms; 1 bundle bags, 5 boxes newspapers, 3 bags ticks, 1 case sugar, Griffiths, Gore, and Co.; 8 bags bags, J. S. Willis; 1 case tweed, 2 boxes drugs, W. E. Macintosh; 1 bale 3 cases paper, 8 cases books, 1 box 1 bundle chemical apparatus, 2 cases plates, W. A. Colman; 4 cases brandy, 1 package cigars, A. B. Smith and Co.; 80 pieces flagging, W. Mars; 2 cases drapery, R. Ballantyne; two boxes cases pork, 20 boxes; 1 case bacon, 5 packages oranges, 80 boxes soap, 2 cases neatsoat oil, 6 bundles empty bags, 2 bags pepper, 10 cwt. Manila rope, John Thom; 6 tapers beef, Chapman; 2 bales gunny bags, Lyall, Scott, and Co.; 2 bales leather, Mackay; 1 case soap, 1 case cheese, 1 case rope, 1 case apparel, 1 case nails, 1 bale carpetting, J. Fortune; 1 case needles, Moore; 6 cases 1 case oranges, 10 cwt. cheese, W. C. Carter; 1 case 1 case oranges, P. Cox; 2 bales cotton, H. H. Hayes; 13 cases 1 case 4 baskets oranges, 1 case apples, 2 crates earthenware, T. Roberts; 1 package stones, W. Sullivan; 1 bagatelle board, Duncan; 1 case oranges, Thacker, Mason, and Co.; 1 case oranges, G. Ralston.

The steamer *Tamar*, from the Hunter, saw a barque, at daybreak yesterday, standing for Broken Bay. The schooner *Piscator* was taking in water and fiddler at Newcastle.

The brig *Emma* left Adelaide on the 30th September for Sydney. Passengers—Messrs. Wardell, 5 hounds brandy, J. N. Simms; 1 bundle bags, 5 boxes newspapers, 3 bags ticks, 1 case sugar, Griffiths, Gore, and Co.; 8 bags bags, J. S. Willis; 1 case tweed, 2 boxes drugs, W. E. Macintosh; 1 bale 3 cases paper, 8 cases books, 1 box 1 bundle chemical apparatus, 2 cases plates, W. A. Colman; 4 cases brandy, 1 package cigars, A. B. Smith and Co.; 80 pieces flagging, W. Mars; 2 cases drapery, R. Ballantyne; two boxes cases pork, 20 boxes; 1 case bacon, 5 packages oranges, 80 boxes soap, 2 cases neatsoat oil, 6 bundles empty bags, 2 bags pepper, 10 cwt. Manila rope, John Thom; 6 tapers beef, Chapman; 2 bales gunny bags, Lyall, Scott, and Co.; 2 bales leather, Mackay; 1 case soap, 1 case cheese, 1 case rope, 1 case apparel, 1 case nails, 1 bale carpetting, J. Fortune; 1 case needles, Moore; 6 cases 1 case oranges, 10 cwt. cheese, W. C. Carter; 1 case 1 case oranges, P. Cox; 2 bales cotton, H. H. Hayes; 13 cases 1 case 4 baskets oranges, 1 case apples, 2 crates earthenware, T. Roberts; 1 package stones, W. Sullivan; 1 bagatelle board, Duncan; 1 case oranges, Thacker, Mason, and Co.; 1 case oranges, G. Ralston.

The steamer *Tamar*, from the Hunter, saw a barque, at daybreak yesterday, standing for Broken Bay. The schooner *Piscator* was taking in water and fiddler at Newcastle.

The brig *Emma* left Adelaide on the 30th September for Sydney. Passengers—Messrs. Wardell, 5 hounds brandy, J. N. Simms; 1 bundle bags, 5 boxes newspapers, 3 bags ticks, 1 case sugar, Griffiths, Gore, and Co.; 8 bags bags, J. S. Willis; 1 case tweed, 2 boxes drugs, W. E. Macintosh; 1 bale 3 cases paper, 8 cases books, 1 box 1 bundle chemical apparatus, 2 cases plates, W. A. Colman; 4 cases brandy, 1 package cigars, A. B. Smith and Co.; 80 pieces flagging, W. Mars; 2 cases drapery, R. Ballantyne; two boxes cases pork, 20 boxes; 1 case bacon, 5 packages oranges, 80 boxes soap, 2 cases neatsoat oil, 6 bundles empty bags, 2 bags pepper, 10 cwt. Manila rope, John Thom; 6 tapers beef, Chapman; 2 bales gunny bags, Lyall, Scott, and Co.; 2 bales leather, Mackay; 1 case soap, 1 case cheese, 1 case rope, 1 case apparel, 1 case nails, 1 bale carpetting, J. Fortune; 1 case needles, Moore; 6 cases 1 case oranges, 10 cwt. cheese, W. C. Carter; 1 case 1 case oranges, P. Cox; 2 bales cotton, H. H. Hayes; 13 cases 1 case 4 baskets oranges, 1 case apples, 2 crates earthenware, T. Roberts; 1 package stones, W. Sullivan; 1 bagatelle board, Duncan; 1 case oranges, Thacker, Mason, and Co.; 1 case oranges, G. Ralston.

The steamer *Tamar*, from the Hunter, saw a barque, at daybreak yesterday, standing for Broken Bay. The schooner *Piscator* was taking in water and fiddler at Newcastle.

The brig *Emma* left Adelaide on the 30th September for Sydney. Passengers—Messrs. Wardell, 5 hounds brandy, J. N. Simms; 1 bundle bags, 5 boxes newspapers, 3 bags ticks, 1 case sugar, Griffiths, Gore, and Co.; 8 bags bags, J. S. Willis; 1 case tweed, 2 boxes drugs, W. E. Macintosh; 1 bale 3 cases paper, 8 cases books, 1 box 1 bundle chemical apparatus, 2 cases plates, W. A. Colman; 4 cases brandy, 1 package cigars, A. B. Smith and Co.; 80 pieces flagging, W. Mars; 2 cases drapery, R. Ballantyne; two boxes cases pork, 20 boxes; 1 case bacon, 5 packages oranges, 80 boxes soap, 2 cases neatsoat oil, 6 bundles empty bags, 2 bags pepper, 10 cwt. Manila rope, John Thom; 6 tapers beef, Chapman; 2 bales gunny bags, Lyall, Scott, and Co.; 2 bales leather, Mackay; 1 case soap, 1 case cheese, 1 case rope, 1 case apparel, 1 case nails, 1 bale carpetting, J. Fortune; 1 case needles, Moore; 6 cases 1 case oranges, 10 cwt. cheese, W. C. Carter; 1 case 1 case oranges, P. Cox; 2 bales cotton, H. H. Hayes; 13 cases 1 case 4 baskets oranges, 1 case apples, 2 crates earthenware, T. Roberts; 1 package stones, W. Sullivan; 1 bagatelle board, Duncan; 1 case oranges, Thacker, Mason, and Co.; 1 case oranges, G. Ralston.

The steamer *Tamar*, from the Hunter, saw a barque, at daybreak yesterday, standing for Broken Bay. The schooner *Piscator* was taking in water and fiddler at Newcastle.

The brig *Emma* left Adelaide on the 30th September for Sydney. Passengers—Messrs. Wardell,

THE REVENUE.

ABSTRACT of the Revenue of the Colony of New South Wales, exclusively of the District of Port Phillip, in the Quarters ended 30th September, 1843 and 1844, respectively, showing the Increase or Decrease under each head thereof.

GENERAL REVENUE.		Quarter ended 30th September, 1843.	Quarter ended 30th September, 1844.	Increase.	Decrease.
Duties on Spirits Imported	{ 3rd Quarter, 1843. 36,077 Gallons. ditto 1844. 33,131 ditto. }	18,771 16 5	17,402 16 7	.....	1,368 19 10
Duties on Tobacco Imported	.....	8,299 15 6	8,673 17 11	374 2 5	.....
Ad Valorem duty on Foreign Goods imported	.....	3,743 14 4	4,108 11 5	362 17 1	.....
Fees on the entry and clearance of vessels, Wharfage and Lighters	3rd quarter, 1843 5621 gallons. ditto 1844. 6309 ditto.	920 0 1	736 3 1	.....	183 17 3
Duty on Spirits distilled in the colony	.....	2,529 9 0	2,839 1 0	309 12 0	.....
Post Office collections	.....	5,200 14 0	4,097 4 3	.....	1,103 9 9
Auction duty and license to Auctioneers	.....	1,463 9 4	1,123 11 7	.....	339 17 9
Licenses to distill and retail Fermented and Spirituous Liquors	.....	775 8 8	896 0 0	120 11 4	.....
Collected by Clerks of Petty Sessions, for Night Licenses to Publicans, and for Billiard Tables	.....	30 0 0	.....	30 0 0	.....
Licenses to Hawkers and Pedlars	.....	1,145 0 0	1,411 13 7	266 12 11	.....
Assessment on Stock by Commissioners of Crown Lands	.....	4,213 11 8	5,972 8 2	1,758 16 6	.....
Proceeds of the sale of Unbranded Cattle by Commissioners of Crown Lands	.....	.....	214 14 3	214 14 3	.....
Collected as Tonnage Duty in support of the Water Police	.....	349 12 6	128 1 3	.....	221 11 3
Fees of Civil Officers	.....	17,554 12 5	47,449 3 1	3,105 6 6	3,300 15 10
Fees of several Officers of the Supreme Court and the Registrar General	.....	377 6 3	254 11 3	.....	122 15 0
Fees of the Courts of Requests	.....	4,516 2 1	*2,412 8	.....	2,460 9 11
Fees of the Courts of Petty Sessions	.....	1,443 1 0	830 1 0	.....	912 9 6
Fees of Commissioners of Crown Lands	.....	454 4 1	404 5 1	.....	49 10 0
.....	22 0 8	28 19 10	6 19 2	.....	.....
.....	7,107 14 7	3,569 0 4	6 19 2	3,545 13 5	.....
.....	222 17 4	189 8 9	.....	33 8 7	.....
.....	622 15 3	54 8 11	.....	568 6 4	.....
.....	218 0 6	.....	.....	25 18 0	.....
.....	48 5 6	.....	.....	48 5 6	.....
.....	55 4 7	.....	.....	55 4 7	.....
.....	113 12 0	88 14 9	.....	24 18 3	.....
.....	36 18 11	.....	.....	35 18 11	.....
.....	2,198 10 3	.....	2,198 10 3	.....	.....
.....	30 8 24	111 11 9	81 3 63	.....	.....
.....	3,553 11 03	444 4 2	81 3 63	2,994 10 5	.....
.....	58,015 18 03	51,462 7 7	3,283 0 24	9,836 19 5	.....
.....
CROWN REVENUE.	.....	13,300 13 6	12,035 17 2	2,233 14 4	3,498 10 8
Land Fund, being proceeds of the Sale of Land and Town Allotments	.....	1,140 13 5	.....	1,211 2 8	.....
Purchase of Town Allotments by Leaseholders	.....	.....	.....	.....	.....
Quit-rents and redemption of Quit-rents	.....	3,755 6 8	1,566 15 8	.....	2,188 11 0
Rents of Land temporarily Leased	.....	413 7 2	1,042 12 4	429 5 2	.....
Licenses to depaute stock on Crown Lands	.....	5,869 0 0	7,020 0 0	1,160 0 0	.....
Death and Birth Returns of Crown Lands	.....	291 0 0	1,060 0 0	.....	.....
Rents of Government Premises	.....	125 10 0	174 15 0	49 5 0	.....
Collected by the Agent for the Clergy and School Estates	.....	309 6 1	904 9 3	558 4 2	.....
Fees of the Office of Commissioners for reporting on Claims to Land	.....	61 8 6	21 11 6	.....	29 17 0
.....
Fines collected by the Sheriff	.....	137 0 0	7 0 0	.....	130 0 0
Fines collected in the several Courts of Petty Sessions	.....	773 15 11	313 0 9	.....	460 15 2
Fines collected by Commissioners of Crown Lands	.....	138 19 6	256 17 6	117 18 0	.....
Proceeds of the sale of confiscated and unclaimed property	.....	38 18 8	88 4 4	29 13 8	.....
Crown's share of seizures, made by the Department of Customs	.....	274 7 6	18 14 4	.....	255 13 2
.....
.....	1,382 13 7	682 16 11	147 11 8	846 8 4	.....
.....	14,683 7 1	12,719 14 1	2,381 6 0	4,344 19 0	.....
.....	72,699 5 13	64,182 1 8	5,664 15 23	14,181 18 8	.....
Deduct Increase on the Quarter	.....	.....	5,664 15 24	.....	.....
Decrease on the Quarter	.....	8,517 3 5	.....	.....	.....

* The collections by the Registrar General included in this account are for the Quarter in 1843, £812 18s. 4d.; and for the Quarter in 1844, £143 3s. 4d.

† This sum cannot properly be considered Revenue, but it was included in the Quarter ended 30th September, 1843, in order that the Abstract might correspond with the Treasurer's account of receipts.

Audit Office, Sydney, New South Wales, October 5, 1844.

THE WEATHER.—Yesterday was one of the most inclement days we have had for a long time, winter appears to have come back again. The wind was strong, the sky dark, and the rain poured down in torrents, with scarcely a moment's intermission, during the whole day. We shall not be surprised to hear of the Hockwbury being flooded, for there is every appearance of the rain having been general.

so PARSON.—His Excellency the Governor has directed it to be notified, that the Right Hon. the Earl of Derby, the Secretary of State for the Colonies, has transmitted, in his Dispatch of the 21st of May last, No. 50, a gratious Pardon which her Majesty has graciously pleased to grant to Ann Wilson, by the ship *Planter*, 2.

ORIGINAL CORRESPONDENCE.

THE COTTON PLANT.

To the Editors of the *Sydney Morning Herald*.

GENTLEMEN.—Having in my communication to you of the 9th of last month, recommended the culture of the Cotton-Plant, I now propose to follow up that recommendation by furnishing some further information as I have collected for the use of the reader, and I beg to assure every person who would consider it desirable, if not necessary to, to become acquainted with before the time to make an experiment for his future guidance. The work I allude to is, "The Reports and Documents connected with the proceedings of the East India Company in regard to the culture and manufacture of Cotton wool, silk, and Indigo." The correspondence and documents connected with the agents of districts, the overseers of plantations, the Horticultural and Agricultural Societies, the intelligent cultivators of cotton in various foreign countries, the Board of Trade, the Governors in Council of the several Presidencies, the Governor-General of India, and the Court of Directors in London, extend over a period of sixty-eight years, from 1788 to 1835. The information and practical details of the methods of culture and management of America, and all other quarters of the world where cotton was produced as an article of commerce, forming, I suppose, a mass of practical information as has never before been published in a connected form upon this same subject. In order to prevent any difficulty which might arise from false representations made before this paper, I propose further in my recommendations upon so important a matter, I deem it best to refer to states, that I have an interested motive in publishing my opinions upon this subject, being at a loss to know what advantages I might expect to derive from the communication of my views, whether in the interest of my adopted country, or in that of the Press or otherwise; provided he concurring, I might be enabled to make conductive to the welfare of others; and he who withholds it under such a feeling, is not in my opinion a good member of society. The extent of my wishes to employ my humble abilities in any way to the good of my adopted country, can only be known by the communication I feel to be necessary to be made to those who can best employ themselves thereby; and I hope to obtain such a communication from the proprietor of the *Evening Star*.

It has been laid down as a principle, that the best state in which cotton can be prepared for packing, is as nearly as possible as it existed in the pod, allowing for the displacement necessary for separating the seed.

Great difficulties were experienced by the company, in procuring machinery for separating the seeds from the cotton, without cutting or injuring it, above and although they had, up to 1836, imported from every country where cotton was grown, machines which held out any hopes of answering the end in view, their efforts had not been attended with complete success. There has, however, recently been invented, a machine, by Holdsworth, which I am informed, does the work complete. One of these machines is now in this colony, including freight, and under £20.

The cost of such a machine would probably be above the means of the small settler, but if cotton were cultivated to any extent, it might answer the purpose of a broker to receive the cotton from settlers, as they do their wool, and to gin and pack it for market, charging a fair remunerating sum for their trouble.

Small hand gins might also be constructed upon the same principle, to be used by those who have families in particular, that like sheep's wool, the smallest quantities of cotton wool are marketable, and could easily be disposed of at Sydney for the next season, and to test the growth of the plant and the quality of cotton upon such land as is within the means of a settler, upon which land, to cultivate; even a small patch in the garden, would suffice for this, if properly attended to. I wish to press upon the minds of small settlers, and those who have families in particular, that like sheep's wool, the smallest quantities of cotton wool are marketable, and could easily be disposed of at Sydney for the next season, and to test the growth of the plant and the quality of cotton upon such land as is within the means of a settler, upon which land, to cultivate; even a small patch in the garden, would suffice for this, if properly attended to.

The putting in practice at once, upon a small scale, what I have above recommended, preparatory to a more extended culture, and acquiring, in the mean time, some practical knowledge as to the best modes of picking, cleaning and ginning cotton, would greatly facilitate the operations of the succeeding year.

I refer my former letter in the *Herald*, of the 24th of last month, to those who have not read it, and wish to enter upon the subject of cotton, for such information as is not contained in this communication; and I beg also to add, that I shall at all times be happy to afford any further information I may possess, upon the same subject, to such persons as may be desirous of obtaining it.

In addition to the information I have before communicated, is the following, the substance of which I have derived from the valuable documents I have mentioned. It is desirable in particular, to those who have not read my former letter, to copy it, and to greater detail, where the plough is used, that the staple of the American as well as that of other cottons, has been more or less injured from the process of ginning from the too rapid motion of the machines, when

horses or steam power has been applied; but the loss in quality to the producer has been less than the additional cost would have been in cleaning it by any other method, where labour is more scarce than in India; and, therefore, the process, although of a more degree of difficulty, has been continued. The mode of cotton culture in India is such that it is not possible to be expected, that it will be easily got rid of. The reason for this is, that the cotton is picked in America, in the field, with greater care by pulling the cotton out of the pod (and not matching at the pod itself,) and separating the cotton picked into two portions, one of the first quality free from leaf and dirt, and the other such as may be entangled with the leaf and other parts. This is done readily, for the cotton is picked in America, in the field, with a little trouble, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

It is necessary to use a close bag to gather the cotton, for the plant, although still flourishing, has on it many dead and dried leaves which are easily shaken down, and may fall into an open bag, and it is this, which is always lower the quality and price of cotton.

After gathering the cotton, it should as soon as possible be exposed to the sun, on scaffolds, and thoroughly dried, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

It is necessary to use a close bag to gather the cotton, for the plant, although still flourishing, has on it many dead and dried leaves which are easily shaken down, and may fall into an open bag, and it is this, which is always lower the quality and price of cotton.

After gathering the cotton, it should as soon as possible be exposed to the sun, on scaffolds, and thoroughly dried, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

It is necessary to use a close bag to gather the cotton, for the plant, although still flourishing, has on it many dead and dried leaves which are easily shaken down, and may fall into an open bag, and it is this, which is always lower the quality and price of cotton.

After gathering the cotton, it should as soon as possible be exposed to the sun, on scaffolds, and thoroughly dried, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

It is necessary to use a close bag to gather the cotton, for the plant, although still flourishing, has on it many dead and dried leaves which are easily shaken down, and may fall into an open bag, and it is this, which is always lower the quality and price of cotton.

After gathering the cotton, it should as soon as possible be exposed to the sun, on scaffolds, and thoroughly dried, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

It is necessary to use a close bag to gather the cotton, for the plant, although still flourishing, has on it many dead and dried leaves which are easily shaken down, and may fall into an open bag, and it is this, which is always lower the quality and price of cotton.

After gathering the cotton, it should as soon as possible be exposed to the sun, on scaffolds, and thoroughly dried, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

It is necessary to use a close bag to gather the cotton, for the plant, although still flourishing, has on it many dead and dried leaves which are easily shaken down, and may fall into an open bag, and it is this, which is always lower the quality and price of cotton.

After gathering the cotton, it should as soon as possible be exposed to the sun, on scaffolds, and thoroughly dried, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

It is necessary to use a close bag to gather the cotton, for the plant, although still flourishing, has on it many dead and dried leaves which are easily shaken down, and may fall into an open bag, and it is this, which is always lower the quality and price of cotton.

After gathering the cotton, it should as soon as possible be exposed to the sun, on scaffolds, and thoroughly dried, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

It is necessary to use a close bag to gather the cotton, for the plant, although still flourishing, has on it many dead and dried leaves which are easily shaken down, and may fall into an open bag, and it is this, which is always lower the quality and price of cotton.

After gathering the cotton, it should as soon as possible be exposed to the sun, on scaffolds, and thoroughly dried, and kept separate, by their carriers two bags, one on each side, putting the clean culture into the right, and the dirty into the left.

